

0240-3254
Cy 1052

March 26, 1962

Dear Charley:

Re: "Red Dot" Testing

As you are aware Hqs. has approved the resumption of "Red Dot" testing subject to availability of aircraft and operational requirements. Tests still to come are to evaluate color films, new emulsions, the horizon-filter problem, the impact of scale on the informational content of various emulsions, etc.

In addition, Hqs. has also authorized the continuation of testing of the prototype "O" configuration while awaiting the availability of the final vehicle. Such testing is not only for the purpose of wringing out the configuration but of proving its reliability and performance with the view to the operational use this summer of the prototype "O" in the Idealist vehicle.

Also authorized is testing of our version of the P-E V/H sensor.

Normally the Red Dot tests would be performed at EAFB in conjunction with Det. G. The last series of "O" tests were based at Burbank and there has been a tentative decision to continue from this location.

The economics of combining these two (three, including V/H) groups of tests should be obvious both in terms of manpower and vehicle utilization. The facility at Burbank is not designed to accommodate tests of this nature from either space or cleanliness points of view. At the time of our last tests we were put to some considerable expense to completely tear down the configuration for cleaning due to the dirt problem and some, at least, of our failures are directly traceable to dirt. There are no film processing capabilities there.

Two other locations might logically be considered acceptable for combining both groups of tests. EAFB would offer the advantage of a facility in being complete with a processing capability. Aircraft based here would have the greatest flexibility of use in connection with these tests, other testing, pilot training, operational assignments, etc. With the limited number of vehicles available, this should be considered an important aspect. One disadvantage would be that Hycon personnel and any others not directly concerned would have to leave the base during the "O" tests. But these need not be advertised as "O" tests but rather an augmentation of the Red Dot tests.

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The second possible location is [] Both Red Dot and "O" tests could be conducted here. As a matter of fact, it would be possible to conduct much of the Red Dot tests in the "O" configuration given warning enough to obtain the correct width of film. All of the facilities are present and we have a processing crew on site who are only spasmodically occupied at present. Hangar space exists and the Idea vehicle could logically be used as an observation vehicle for the "O" vehicle test flights. There is an obvious objection in that the presence of both these vehicles might cause speculation, but it does seem logical that the best available observation platform should be used.

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My own choice would be [] but if we fail to sell this idea, I think we have strong arguments toward operating from EAFB for all tests. All of our people are I cleared or can be on short notice and even the stopping for operational missions would cost much because there will always be a need for tuning up, data evaluation, etc.

25X1A


We will be ready to ship equipment to whatever test site selected by 15 April.

ELG/MDG

Orig. & 1 cc - C.F.H.

cc: W.R.E.

J.A.O.



E. L. G.

TO	NAME AND ADDRESS	INITIALS	DATE
1.	C/DB/DPD		
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RETURN TO SENDER			
ACTION		CONCURRENCE	INFORMATION
COMMENT		FILE	SIGNATURE

REMARKS

25X1 With a note from me, copies have been sent to SPB and Security. Knowing [] problem on aircraft allocations I feel that we should take action to permit these tests to be run out of [] In this manner, we can combine the "O" and Red Dot and undoubtedly save Uncle Sam some dollars.

Have prepared message to [] giving o.k. for []

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FROM	
NAME AND ADDRESS	PHONE NO.
25X1 []	
	DATE